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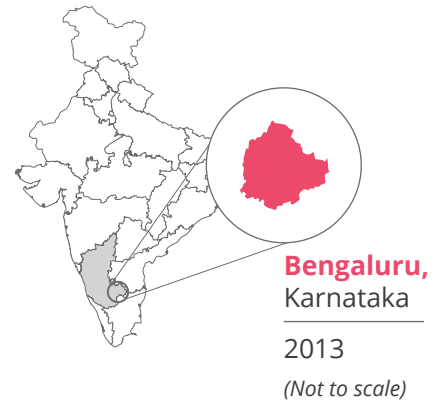
BIG BUS NETWORK, BANGALORE (ROUTE & SERVICE OPTIMIZATION FOR CITY BUS SERVICE)

Project Highlights

- Route and service rationalization refers to a large-scale periodic review of the entire bus network to meet the changing public transport needs in a changing city.
- Route and service rationalization at the network level ensure that services are of high quality and meet the changing needs of a growing city.
- Route and service rationalization was implemented in Bengaluru by Bangalore Metropolitan Transport Corporation on 4 major corridors (arterial roads) in the city – Hosur Road, Kanakpura Road, Old Madras Road and Ola Airport Road.

Background

Bangalore Metropolitan Transport Corporation (BMTTC) was operating buses on 2400 routes with an average of 2.7 buses per route. The buses were operated using a complex destination-based bus network resulting in low bus frequencies on individual routes. Hence, BMTTC decided to adopt a direction-oriented bus network as it would help service the city better. Accordingly, it conceptualized Bangalore's 'BIG Bus Network'- a city wide connective grid of high frequency services on 12 major roads in the city.



Project Objectives

- I. To transition to a direction-oriented model for bus services to provide a higher quality public transport for Bengaluru residents with a simplified route structure and reduced waiting times

Key Stakeholders

Bangalore Metropolitan Transport Corporation (BMTTC), Bruhat Bengaluru Mahanagara Palike (BBMP)

Approach

The Project Approach involved 4 stages:

- Qualitative Assessment of Existing Services: Service providers conduct a qualitative and comprehensive evaluation of the existing services
- Network Model Evaluation and Alternative Development: In this step, agencies explore the underlying network model of the service
- Data Collection and Modelling: In this step, relevant data was collected to develop an in-depth analysis of existing services

- Finally Route and Service Planning: The magnitude of planning in this stage will be based on the decision from Step 2 and 3. If the decision entails a system overhaul and change in network model, this step will require the development of an entirely new slate of routes and services. If the data supports the existing model, a marginal yet meaningful effort will be required

Financial Structure of the initiative

- The Project primarily required redistribution of existing bus fleet
- Project was funded by BMTC

Achievements



Benefits

- Big Trunk routes, providing high-frequency services on Bangalore’s 4 major arterial roads;
- Big Circle routes, providing high-frequency services along Bangalore’s circular Outer Ring Road (ORR);
- Big City routes, providing high-frequency services along high-density and high-demand corridors in the city center; and
- Big Connect routes, providing high-frequency services between arterial roads beyond the ORR

Co-Benefits

- Improved public transport usage through provision of improved Services
- Improved Bus network Efficiency.

Success Factors

A combined 42 buses, namely the BigTrunk buses and the Samparka Sarige feeders, were launched on Kanakpura Road and a combined 51 buses on Old Madras Road. This brings the total BIG Bus Network to three corridors, of the 12 planned, and a total of 185 buses as part of this network.

Limitations

- Fare structure and transfer penalties deterred acceptance of the system
- Lack of interagency co-ordination to create comfortable waiting infrastructure at bus interchange points

Future Prospects

Feeder routes will also be introduced to link villages and suburban destinations to their nearest arterial roads.

Source: As received from WRI

For more Information

<https://wricitieshub.org/infographics/big-bus-network-bmtc-bangalore>
<https://wriroscities.org/media/photo-essay/big-bus-network-bangalore-india>
<https://wriroscities.org/our-work/project-city/bangalores-big-bus-network>
<https://wri-india.org/news/launch-new-resource-improving-bus-transport-india>
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